

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBQ01

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati

CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/10/04

CONTACT: Joan Buttner PHONE # (513) 352-6236

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 E-MAIL Joan.Buttner@cincinnati-oh.gov

PROJECT NAME: RIVER ROAD IMPROVEMENTS- MT. ECHO DRIVE TO ILLINOIS AVENUE

SUBDIVISION TYPE

(Check Only 1)

1 County

X 2. City

3 Township

4 Village

5 Water/Sanitary District

(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

1 Grant \$ 2,896,013

2 Loan \$ _____

3 Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

X 1. Road

2 Bridge/Culvert

3 Water Supply

4 Wastewater

5 Solid Waste

6 Stormwater

TOTAL PROJECT COST: \$ 6,546,013

FUNDING REQUESTED: \$ 2,896,013

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 2,896,013

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

 State Capital Improvement Program

X Local Transportation Improvements Program

 Small Government Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2004 SEP 10 PM 3:1

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
- 1. Preliminary Engineering \$ _____ .00
 - 2. Final Design \$ _____ .00
 - 3. Other Engineer Services * \$ _____ .00
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) Acquisition Expenses:
- 1. Land \$ _____ .00
 - 2. Right-of-Way \$ _____ .00
- c.) Construction Costs: \$ 5,950,920 .00
- d.) Equipment Purchased directly: \$ _____ .00
- e.) Other Direct Expenses: \$ _____ .00
- f.) Contingencies: \$ 595,092 .00
- g.) TOTAL ESTIMATED COSTS: \$ 6,546,013 .00

MBE Force Account
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | |
|---------------------------------|-------------------------|-------------|
| a.) Local In-Kind Contributions | \$ _____ .00 | _____ % |
| b.) Local Public Revenues | \$ _____ .00 | _____ % |
| c.) Local Private Revenues | \$ _____ .00 | _____ % |
| d.) Other Public Revenues | | |
| 1. ODOT PID# 76034 | \$ <u>3,000,000</u> .00 | <u>46%</u> |
| 2. EPA/OWDA | \$ _____ .00 | |
| 3. MRF | \$ <u>650,000</u> .00 | <u>10%</u> |
| SUB TOTAL LOCAL RESOURCES: | \$ <u>3,650,000</u> .00 | <u>56 %</u> |
| e.) OPWC Funds | | |
| 1. Grant | \$ <u>2,896,013</u> .00 | <u>44%</u> |
| 2. Loan | \$ _____ .00 | _____ % |
| 3. Loan Assistance | \$ _____ .00 | _____ % |
| SUB TOTAL OPWC RESOURCES: | \$ <u>2,896,013</u> .00 | <u>44%</u> |
| f.) TOTAL FINANCIAL RESOURCES: | \$ <u>6,546,013</u> .00 | <u>100%</u> |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 76034 Sale Date: 10/01/05

STATUS: (Check one)

Traditional X

Local Planning Agency (LPA)

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: RIVER ROAD IMPROVEMENTS- MT. ECHO DRIVE TO ILLINOIS AVE.

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

River Road, in the community of Sedamsville, from the intersection with Mt. Echo Road west to Illinois Avenue. (See attached map and schematic plan.)

PROJECT ZIP CODE: 45204

b: PROJECT COMPONENTS:

This project will widen the existing roadway and will provide new curbs, sidewalks, and catch basins and standard width lanes; provide a right turn lane at Fairbanks and a left turn lane into the Conrail development site; improve sight distance at Steiner and Southside; and straightening a substandard "S" Curve. The project also includes upgrading the traffic signals, lighting, and signing. 95% of the existing pavement will be reconstructed with the remaining 5% rehabbed.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing pavement of River Road is 4 through lanes with a width of 36 feet. The proposed pavement width is 52 feet with 4 through lanes. The length of the project is 4775 feet.

d: DESIGN SERVICE CAPACITY:

The current ADT is 22178 and is LOS E during the PM Peak. The project is designed for the 20 year ADT projection of 35000 and will meet LOS B.

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>100</u> ____%
State Funds Requested for Repair and Replacement	\$ <u>100</u> ____%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>0</u> ____%
State Funds Requested for New and Expansion	\$ <u>0</u> ____%

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>07/01/02</u>	<u>12/15/04</u>
4.2 Bid Advertisement:	<u>09/01/05</u>	<u>10/01/05</u>
4.3 Construction:	<u>12/01/05</u>	<u>12/15/06</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Rashad Young
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-3475</u>
	FAX	(513) <u>352-2458</u>
	E-MAIL	rashad.young@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER	William Moller
	TITLE	Director of Finance
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-6275</u>
	FAX	(513) <u>352-2370</u>
	E-MAIL	bill.moller@cincinnati-oh.gov
5.3	PROJECT MANAGER	Don Gindling, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 340, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-1518</u>
	FAX	(513) <u>352-1581</u>
	E-MAIL	don.gindling@cincinnati-oh.gov

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Rashad Young, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

Rashad Young 9/9/2001
Signature/Date Signed

City of Cincinnati



Department of Transportation and Engineering
Division of Engineering

City Hall, Room 445
801 Plum Street
Cincinnati, Ohio 45202-1927

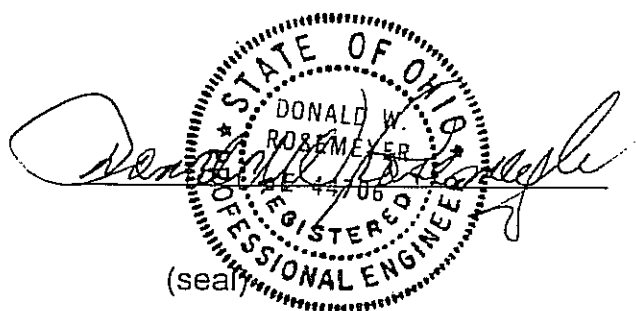
Eileen Enabnit
Director

Donald W. Rosemeyer, P.E.
City Engineer

September 10, 2004

Subject: River Road Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least thirty (30) years.


(seal)

Donald W. Rosemeyer, P.E.
City Engineer
City of Cincinnati

River Road: Mt. Echo to Illinois
Cost Estimate
September 2004

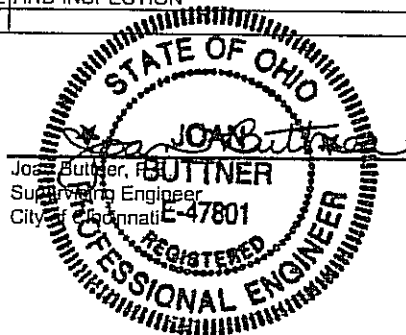
ITEM	DESCRIPTION	UNIT	TOTAL	COST/UNIT	TOTAL COST
	ROADWAY				
201	CLEARING AND GRUBBING	EACH	LUMP	\$25,000.00	\$25,000
202	STRUCTURE REMOVED	EACH	3.00	\$1,000.00	\$3,000
202	PAVEMENT REMOVED	SQ. YD.	23291.00	\$5.00	\$116,455
202	WEARING COURSE REMOVED	SQ. YD.	962.00	\$3.00	\$2,886
202	WALK REMOVED	SQ. FT.	49254.00	\$2.50	\$123,135
202	STEPS REMOVED	FOOT	53.00	\$18.00	\$954
202	CURB REMOVED	FOOT	10084.00	\$3.00	\$30,252
202	PIPE REMOVED	FOOT	1204.00	\$18.00	\$21,672
202	GUARDRAIL REMOVED	FOOT	187.50	\$1.25	\$234
202	RPM REMOVED AND DISPOSED	EACH	360.00	\$10.75	\$3,870
202	MANHOLE REMOVED	EACH	1.00	\$350.00	\$350
202	CATCH BASIN REMOVED	EACH	44.00	\$230.00	\$10,120
SPECIAL	PIPE CLEANOUT	FOOT	100.00	\$13.00	\$1,300
202	FENCE REMOVED	FOOT	813.00	\$1.60	\$1,301
202	LIGHT POLE REMOVED	EACH	3.00	\$500.00	\$1,500
202	REMOVAL MISC.: CONCRETE BENCH	EACH	5.00	\$100.00	\$500
202	REMOVAL MISC.: BILLBOARD	EACH	6.00	\$2,000.00	\$12,000
203	EXCAVATION	CU. YD.	16115.00	\$8.00	\$128,920
203	EMBANKMENT	CU. YD.	28143.00	\$6.00	\$168,858
204	SUBGRADE COMPACTION	SQ. YD.	36110.00	\$1.10	\$39,721
204	PROOF ROLLING	FOOT	20.00	\$145.00	\$2,900
606	GUARDRAIL, TYPE 5	FOOT	218.75	\$9.00	\$1,969
606	ANCHOR ASSEMBLY, TYPE E-98	EACH	1.00	\$1,900.00	\$1,900
606	ANCHOR ASSEMBLY, TYPE T	EACH	1.00	\$475.00	\$475
606	BRIDGE TERMINAL ASSEMBLY, TYPE 1	EACH	2.00	\$1,000.00	\$2,000
608	5" CONCRETE WALK	SQ. FT.	48073.00	\$6.00	\$288,438
608	CURB RAMP	EACH	28.00	\$400.00	\$11,200
609	CURB, TYPE 6, AS PER PLAN	FOOT	11504.00	\$20.00	\$230,080
	EROSION CONTROL				
653	TOPSOIL FURNISHED AND PLACED	CU. YD.	1936	\$20.00	\$38,720
659	SEEDING AND MULCHING	SQ. YD.	10000.00	\$1.10	\$11,000
659	REPAIR SEEDING AND MULCHING	SQ. YD.	872.00	\$0.50	\$436
659	COMMERCIAL FERTILIZER	TON	2.35	\$425.00	\$999
659	WATER	M. GAL.	94.20	\$3.00	\$283
661	GROUND COVER FOR SLOPES	SQ. YD.	7533.00	\$1.10	\$8,286
832	STORM WATER POLLUTION PREVENTION PLAN	EACH	1.00	\$5,000.00	\$5,000
832	EROSION CONTROL	LUMP		\$25,000.00	\$25,000
	DRAINAGE				
603	4" CONDUIT, TYPE B	FOOT	50.00	\$12.00	\$600
603	4" CONDUIT, TYPE C	FOOT	50.00	\$9.50	\$475
603	6" CONDUIT, TYPE B	FOOT	87.00	\$17.00	\$1,479
603	6" CONDUIT, TYPE E	FOOT	50.00	\$6.00	\$300
603	12" CONDUIT, TYPE B	FOOT	1295.00	\$43.00	\$55,685
603	12" CONDUIT, TYPE C	FOOT	284.00	\$30.00	\$8,520
603	15" CONDUIT, TYPE B	FOOT	233.00	\$40.00	\$9,320
603	15" CONDUIT, TYPE C	FOOT	409.00	\$30.00	\$12,270
603	18" CONDUIT, TYPE B	FOOT	582.00	\$46.00	\$26,772
603	18" CONDUIT, TYPE C	FOOT	460.00	\$33.00	\$15,180

ITEM	DESCRIPTION	UNIT	TOTAL	COST/UNIT	TOTAL COST
603	24" CONDUIT, TYPE B	FOOT	626.00	\$65.00	\$40,690
603	24" CONDUIT, TYPE C	FOOT	225.00	\$47.00	\$10,575
604	CATCH BASIN RECONSTRUCTED TO GRADE	EACH	1.00	\$1,000.00	\$1,000
604	CATCH BASIN NO. 2-2B	EACH	1.00	\$930.00	\$930
604	INLET MISC: COMBINATION INLET, CITY OF CINCINNATI	EACH	40.00	\$2,300.00	\$92,000
604	INLET MISC: SINGLE DITCH INLET, CITY OF CINCINNATI	EACH	2.00	\$930.00	\$1,860
604	CINCINNATI	EACH	2.00	\$1,450.00	\$2,900
604	CONDUITS 42" AND UNDER	EACH	22.00	\$2,500.00	\$55,000
	42" CONDUITS OR UNDER				
604	MANHOLE ADJUSTED TO GRADE	EACH	25.00	\$300.00	\$7,500
604	MANHOLE RECONSTRUCTED TO GRADE	EACH	24.00	\$975.00	\$23,400
605	6" SHALLOW PIPE UNDERDRAINS	FOOT	6694.00	\$3.50	\$23,429
605	6" UNCLASSIFIED PIPE UNDERDRAINS	FOOT	67.00	\$4.50	\$302
	PAVEMENT				
252	FULL DEPTH PAVEMENT SAWING	FOOT	684.00	\$2.50	\$1,710
304	AGGREGATE BASE	CU. YD.	5787.00	\$26.50	\$153,356
305	10" CONCRETE BASE	SQ. YD.	33435.00	\$45.00	\$1,504,575
407	TACK COAT, 702.13	GALLON	2579.00	\$0.95	\$2,450
407	TACK COAT FOR INTERMEDIATE COURSE	GALLON	1719.00	\$0.95	\$1,633
446	TYPE 2, PG64-28	CU. YD.	1672.00	\$85.00	\$142,120
	TYPE 2, PG64-28				
446	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	CU. YD.	1433.00	\$95.00	\$136,135
452	7" NON-REINFORCED CONCRETE PAVEMENT	SQ. YD.	1386.00	\$45.00	\$62,370
	BUILDING DEMOLITION				
202	BUILDING DEMOLISHED, PARCEL NO. 103, ONE STORY BRICK COMMERCIAL.	LUMP	\$8,000.00	\$8,000	
202	BUILDING DEMOLISHED, PARCEL NO. 106, TWO STORY FRAME RESIDENTIAL.	LUMP	\$7,000.00	\$7,000	
202	BUILDING DEMOLISHED, PARCEL NO. 107, TWO STORY FRAME RESIDENTIAL.	LUMP	\$7,000.00	\$7,000	
202	BUILDING DEMOLISHED, PARCEL NO. 113, ONE STORY BRICK RESIDENTIAL.	LUMP	\$7,000.00	\$7,000	
202	BUILDING DEMOLISHED, PARCEL NO. 117, ONE STORY BRICK COMMERCIAL.	LUMP	\$8,000.00	\$8,000	
202	BUILDING DEMOLISHED, PARCEL NO. 120, TWO STORY FRAME RESIDENTIAL.	LUMP	\$7,000.00	\$7,000	
202	BUILDING DEMOLISHED, PARCEL NO. 121, TWO STORY FRAME RESIDENTIAL.	LUMP	\$7,000.00	\$7,000	
202	BUILDING DEMOLISHED, PARCEL NO. 122, ONE STORY BRICK RESIDENTIAL.	LUMP	\$7,000.00	\$7,000	
202	BUILDING DEMOLISHED, PARCEL NO. 124, TWO STORY BRICK RESIDENTIAL AND ONE STORY BRICK GARAGE.	LUMP	\$8,000.00	\$8,000	
	MAINTENANCE OF TRAFFIC				
410	TRAFFIC COMPACTED SURFACE, TYPE A OR B	CU. YD.	950.00	\$25.00	\$23,750
614	LAW ENFORCEMENT OFFICER WITH PATROL CAR	HOUR	300.00	\$50.00	\$15,000
SPECIAL	FLASHING ARROW PANEL	EACH	7.00	\$1,200.00	\$8,400
614	MAINTAINING TRAFFIC, MISC.: BUSINESS SIGN	EACH	5.00	\$100.00	\$500
614	WORK ZONE LANE LINE, CLASS I	MILE	0.66	\$390.00	\$257
614	WORK ZONE CENTER LINE, CLASS I	MILE	3.72	\$675.00	\$2,511
614	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	MILE	0.21	\$8,700.00	\$1,827
614	WORK ZONE EDGE LINE, CLASS I	MILE	3.59	\$625.00	\$2,244
614	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I	MILE	1.01	\$5,010.00	\$5,060
614	WORK ZONE CHANNELIZING LINE, CLASS I	FOOT	4920.00	\$0.50	\$2,460

ITEM	DESCRIPTION	UNIT	TOTAL	COST/UNIT	TOTAL COST
614	WORK ZONE TRANSVERSE LINE, CLASS I	FOOT	1210.00	\$1.70	\$2,057
614	WORK ZONE STOP LINE, CLASS I	FOOT	634.00	\$2.65	\$1,680
614	WORK ZONE LANE ARROW, CLASS I	EACH	64.00	\$42.00	\$2,688
616	WATER	M. GAL.	142.00	\$22.00	\$3,124
	TRAFFIC CONTROL				
621	RPM	EACH	310.00	\$19.50	\$6,045
630	GROUND MOUNTED SUPPORT, NO. 2 POST	FOOT	1224.50	\$4.75	\$5,816
630	GROUND MOUNTED SUPPORT, NO. 3 POST	FOOT	183.40	\$4.95	\$908
630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EACH	2.00	\$50.00	\$100
630	SIGN, FLAT SHEET	SQ. FT.	380.75	\$11.00	\$4,188
630	DISPOSAL	EACH	59.00	\$7.00	\$413
	DISPOSAL				
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	45.00	\$9.00	\$405
630	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	EACH	62.00	\$20.00	\$1,240
630	SIGNING, MISC.: REMOVAL OF STRAIN POLE, FOUNDATION, AND MESSENGER WIRE AND DISPOSAL	LUMP		\$1,000.00	\$1,000
630	SIGNING, MISC.: REMOVAL OF SPAN WIRE MOUNTED SIGN AND DISPOSAL	EACH	2.00	\$200.00	\$400
644	LANE LINE	MILE	1.58	\$700.00	\$1,106
644	CENTER LINE	MILE	0.98	\$3,360.00	\$3,293
644	CHANNELIZING LINE	FOOT	1239.00	\$1.00	\$1,239
644	STOP LINE	FOOT	280.00	\$6.00	\$1,680
644	CROSSWALK LINE	FOOT	747.00	\$4.50	\$3,362
644	TRANSVERSE LINE	FOOT	285.00	\$3.50	\$998
644	LANE ARROW	EACH	19.00	\$70.00	\$1,330
644	DOTTED LINE, 4"	FOOT	92.00	\$1.60	\$147
	TRAFFIC SIGNAL				
632	SIGNAL INSTALLATION AT 3 SITES	LUMP		\$250,000.00	\$250,000
	RETAINING WALLS				
	RETAINING WALL 'A'	LUMP		\$198,854.00	\$198,854
	RETAINING WALL 'B'	LUMP		\$96,523.00	\$96,523
	RETAINING WALL 'C'	LUMP		\$204,051.00	\$204,051
	RETAINING WALL 'D'	LUMP		\$173,300.00	\$173,300
	RETAINING WALL 'E'	LUMP		\$924,916.00	\$924,916
	INCIDENTALS				
614	MAINTAINING TRAFFIC	LUMP		\$75,000.00	\$75,000
619	FIELD OFFICE, TYPE C	MONTH	18.00	\$2,600.00	\$46,800
623	CONSTRUCTION LAYOUT STAKES	LUMP		\$15,000.00	\$15,000
624	MOBILIZATION	LUMP		\$25,000.00	\$25,000
SPECIAL	WORK INVOLVING SOLID WASTE	TON	100.00	\$300.00	\$30,000
SPECIAL	MISC.: SOILS CONSULTANT FOR FIELD TESTING AND INSPECTION	LUMP		\$25,000.00	\$25,000
	SUB-TOTAL				\$5,950,920

10% CONTINGENCY	\$595,092
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TOTAL	\$6,546,013
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City of Cincinnati



Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

September 10, 2004

William E. Moller
Director

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2005 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2005 SCIP/LTIP Projects (Round 19 Funding) are recommended to the City Manager for funding in the City's 2005 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Kellogg Avenue – Eastern to Wilmer
M.L. King Drive – Central Parkway to Clifton
North Bend Road – Colerain to Hamilton
Reading Road – Section to North Corporation Line

STREET REHABILITATION AND IMPROVEMENT PROJECT

Rapid Run Road – Glenway to West Corporation Line near Covedale

PIER WALL AND STREET REHABILITATION PROJECT

Glenview Avenue – Kirby to Belmont

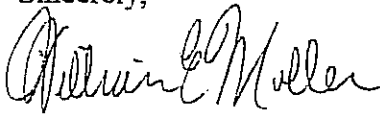
STREET IMPROVEMENT PROJECTS

Ashtree Drive – Kirby to Hamilton
Dixmyth Avenue – M.L. King to Clifton
Kennedy Connector – Ridge to Duck Creek
M. L. King – Woodside to Short Vine
River Road – Mount Echo to Illinois
Vine Street – Nixon to Erkenbrecher

The matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds. Additional match funds are expected from the Municipal Road Fund and the Ohio Department of Transportation.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

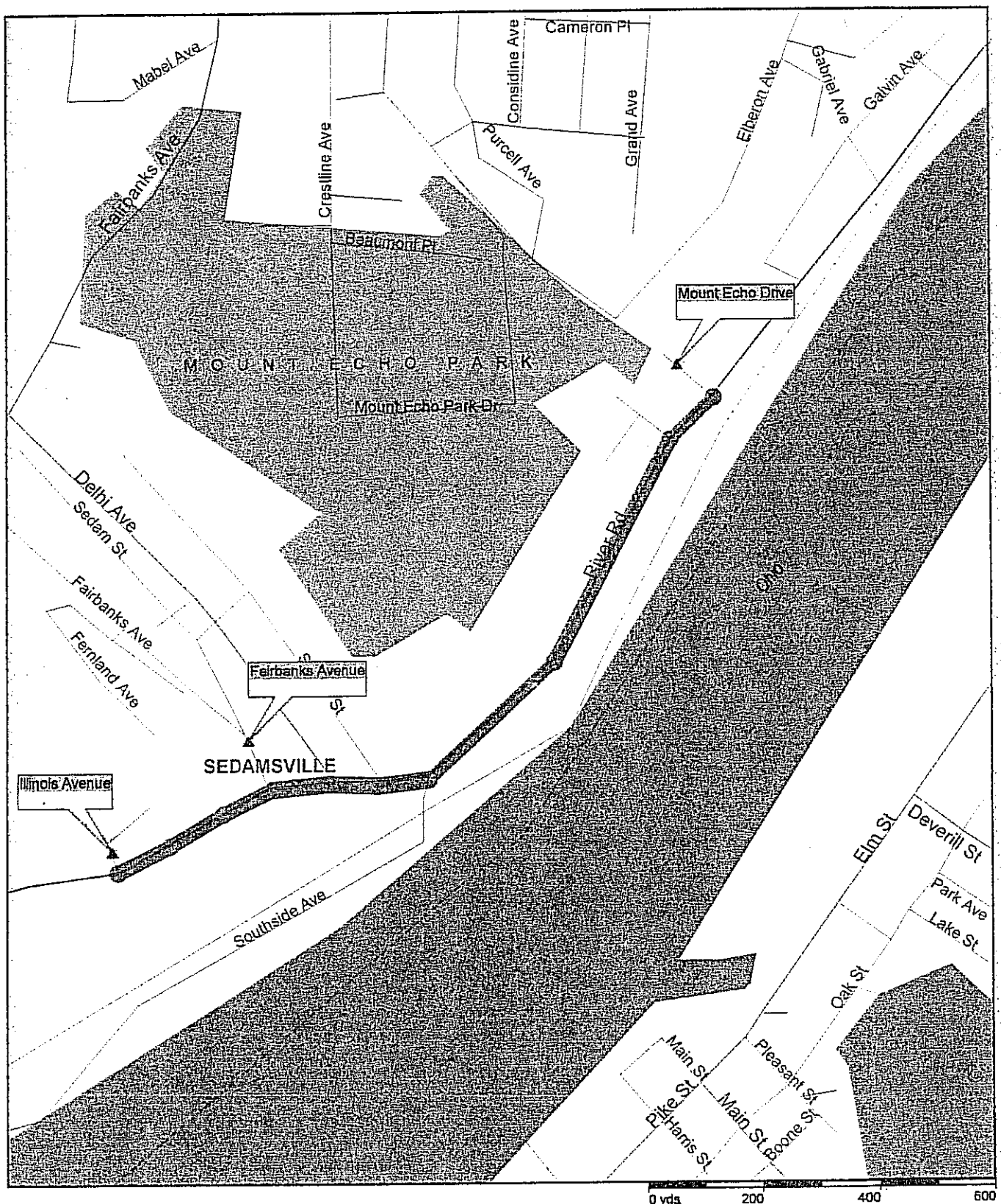
Sincerely,

A handwritten signature in cursive script, appearing to read "William E. Moller".

William E. Moller
Finance Director

cc: R. Young, Assistant City Manager
C. Sigman, Budget
E. Enabnit, Transportation & Engineering
D. Rosemeyer, Engineering
K. Conn, Engineering
J. Vogel, Engineering
J. Buttner, Engineering
J. Brazina, Engineering
G. Long, Engineering
C. Ertel, Engineering
C. Hines, Engineering
D. Cline, Engineering

River Road Improvement Mount Echo Drive to Illinois Avenue



Streets98

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0345-2004 passed by the Council of the City of Cincinnati at their session on October 27, 2004 entitled:

ORDINANCE (EMERGENCY) submitted by Valerie A. Lemmie, City Manager, on 10/20/2004, authorizing the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$24,612,441, and to execute any agreements necessary for the receipt and administration of said grants and loans.

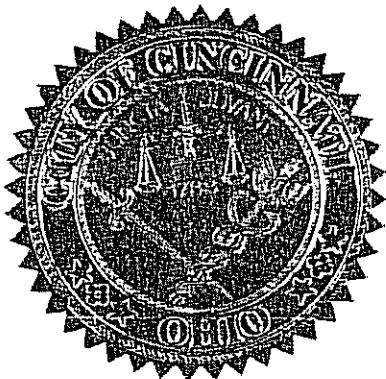
IN TESTIMONY WHEREOF I have

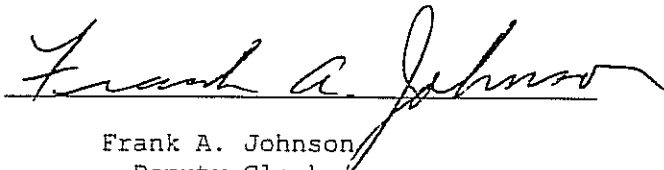
hereunto set my name and affixed

the seal of the Clerk of Council

Office this 28th day of

October in the year Two Thousand and Four.




Frank A. Johnson
Deputy Clerk

City of Cincinnati

JPE 4/1/04

An Ordinance No. 345

-2004

AUTHORIZING the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$24,612,441, and to execute any agreements necessary for the receipt and administration of said grants and loans.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$6,610,000 in matching City funds for three (3) street rehabilitation projects, namely Kellogg Avenue, Reading Road, and M.L. King Drive – Central Parkway to Clifton; seven (7) street improvement projects, namely River Road, Ashtree Court, Kennedy Connector, Vine Street, Rapid Run Road, Dixmyth Avenue, and M.L. King Drive – Woodside to Short Vine; one (1) street reconstruction/water main project, namely North Bend Road – Colerain Avenue to Hamilton Avenue; one (1) street rehabilitation/pier wall project, namely Glenview Avenue; one (1) water main project, namely North Bend Road – Oakwood Avenue to Hamilton Avenue; and one (1) loan assistance application, namely Countywide Water Main Improvements – Phase III; and

WHEREAS, the City's matching contribution would come from the Department of Transportation and Engineering's Street Rehabilitation, Street Improvements, and Wall Stabilization and Landslide Correction capital improvement program allocations; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loans, and loan assistance in the approximate amount of \$24,612,441 for funding for three (3) street rehabilitation projects, namely Kellogg Avenue, Reading Road, and M.L. King Drive – Central Parkway to Clifton; seven (7) street improvement projects, namely River Road, Ashtree Court, Kennedy Connector,

Vine Street, Rapid Run Road, Dixmyth Avenue, and M.L. King Drive – Woodside to Short Vine; one (1) street reconstruction/water main project, namely North Bend Road – Colerain Avenue to Hamilton Avenue; one (1) street rehabilitation/pier wall project, namely Glenview Avenue; one (1) water main project, namely North Bend Road – Oakwood Avenue to Hamilton Avenue; and one (1) loan assistance application, namely Countywide Water Main Improvements – Phase III, and to accept such grants and loans at an interest rate acceptable to the City of Cincinnati Director of Finance if awarded by the Ohio Public Works Commission.

Section 2. That the City's matching contribution in the amount of \$6,610,000, would come from the Department of Transportation and Engineering's Street Rehabilitation, Street Improvements, and Wall Stabilization and Landslide Correction capital improvement program allocations.

Section 3. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants and loans.

Section 4. That this ordinance is an emergency measure necessary for the preservation of the public peace, welfare and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to comply with the November 1, 2004, application deadline and to ensure that funding mechanisms for the proper implementation are in place at the earliest possible time.

Passed October 27, 2004

Attest

Melissa A. [Signature]
Clerk

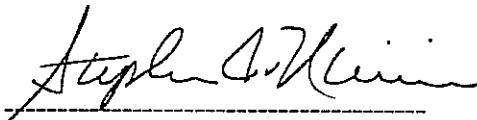
[Signature]
Mayor

WHEREFORE, THAT ORDINANCE NO. 345-2004
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-9-2004

Melissa A. [Signature]
Clerk

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **River Road Improvement** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Principal Traffic Engineer



SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT/LOAN APPLICATIONS

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

RIVER ROAD IMPROVEMENTS: MT. ECHO DR. TO ILLINOIS AVENUE

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

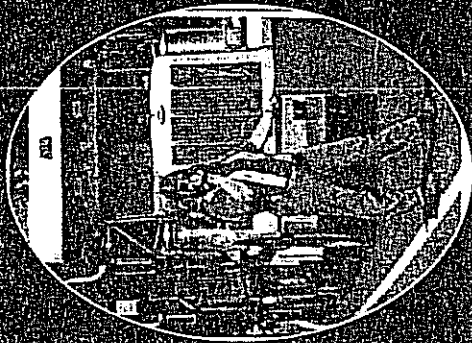
<u>X</u> OPWC Application for Financial Assistance (State of Ohio Form-Signed by C.E.O. of jurisdiction)	<u>X</u> Additional Support Information Form (District Two Form)	<u>X</u> Detailed Cost Estimate (Signed & Sealed by P.E.)
<u>X</u> Useful Life Certificate (Signed & Sealed by P.E.)	<u>X</u> Status of Funds Certification (Jurisdiction Letterhead - Signed by C.F.O. of jurisdiction)	<u>X</u> Project Vicinity Map (Must be legible with project highlighted)
<u>X</u> Project Pictures (Minimum of 4 - Mounted) 2 Aerial Photos and 4 Ground Photos	<u>X</u> Users Certification (Signed by P.E. or C.E.O. of jurisdiction) Traffic Count Certification	<u>NA</u> Loan Repayment Method (Jurisdiction Letterhead - Signed by C.F.O. of jurisdiction) <i>For loan projects only.</i>

Please list below the data submitted with the application that supports the project.

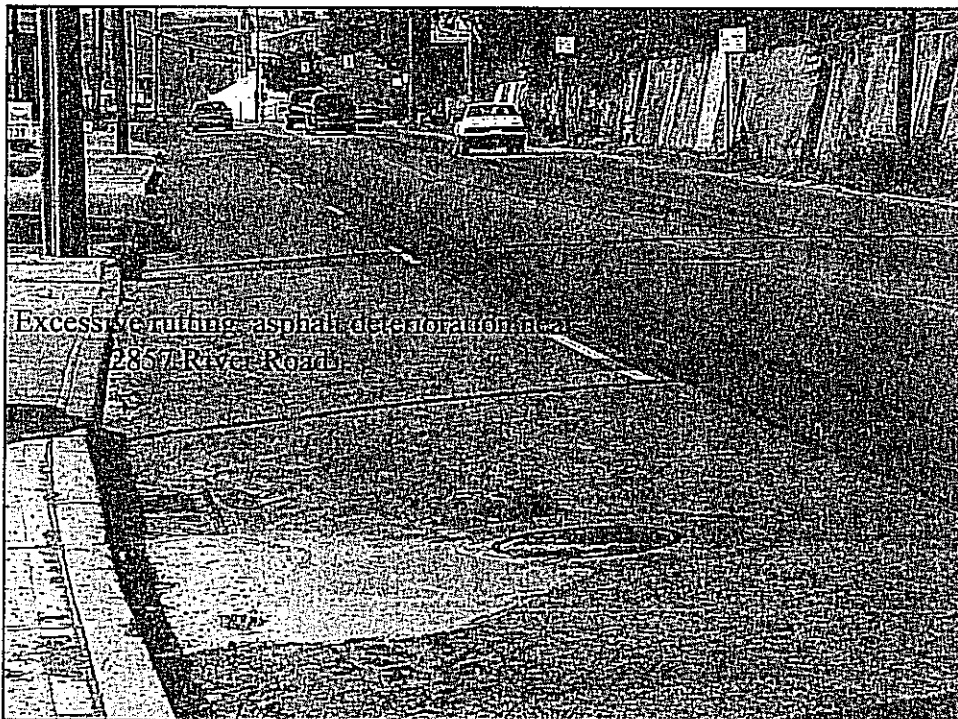
- | | |
|--|--|
| <ul style="list-style-type: none"> • Infrastructure Condition Data <u>Photos showing pavement condition, narrow lanes and tight curves.</u> <u>Categorical Exclusion Document with Sight Distance Tables.</u> <u>Schematic and Plan/Profile Sheets</u> | <ul style="list-style-type: none"> • Infrastructure Safety Data <u>Accident Data for 1999-2001 and 2001-2003.</u> <u>September 2002 Post News Article on an accident.</u> |
| <ul style="list-style-type: none"> • Infrastructure Health Data | <ul style="list-style-type: none"> • Jurisdiction User Fee/Assessment Data |
| <ul style="list-style-type: none"> • Economic Growth Data <u>August 2004 Letter from the Port Groups.</u> <u>OKI Freight Transportation Study.</u> | <ul style="list-style-type: none"> • Alleviate Traffic Hazards/LOS Data <u>3 HCS2000 Detailed Reports of LOS Calculations.</u> |
| <ul style="list-style-type: none"> • Ban/Moratorium Data | <ul style="list-style-type: none"> • Users Certification Data <u>Traffic Count Certification.</u> |

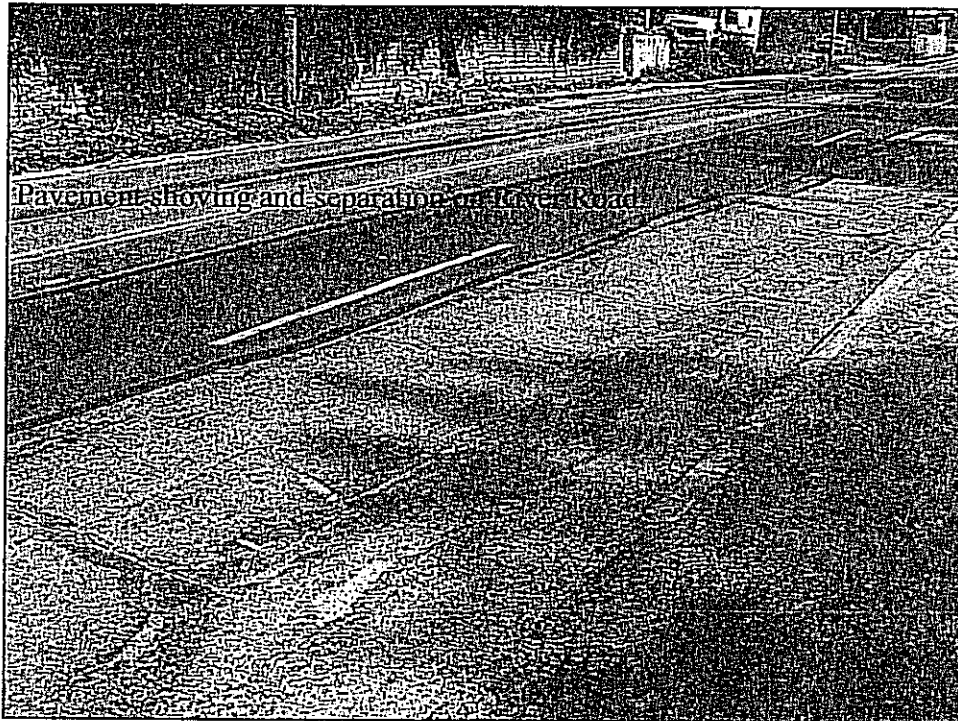
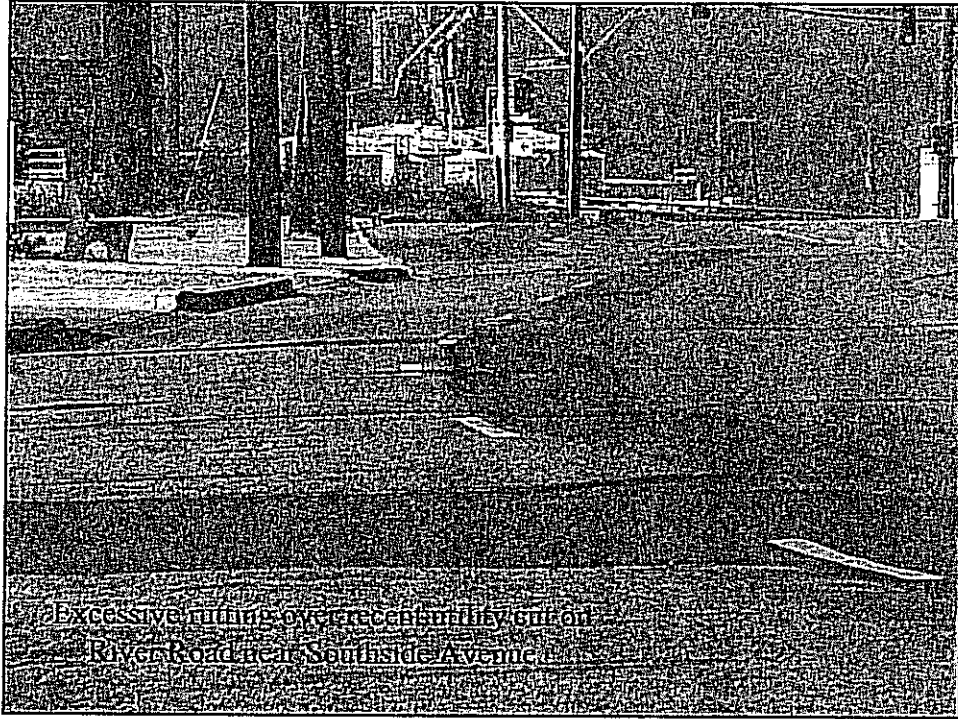
The following items **must** be submitted by NOVEMBER 1, 2004:

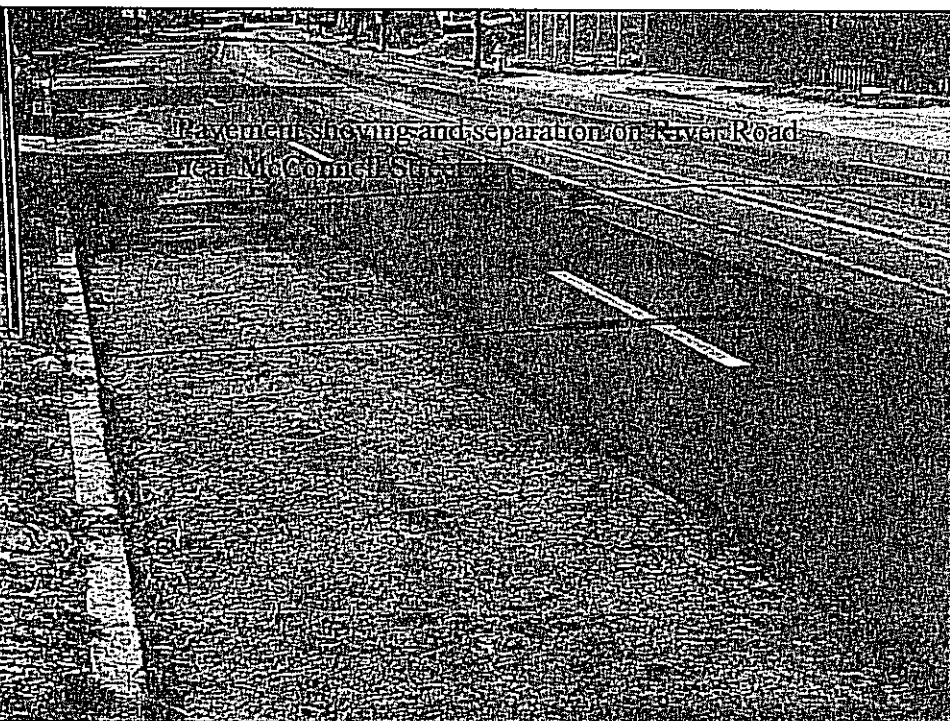
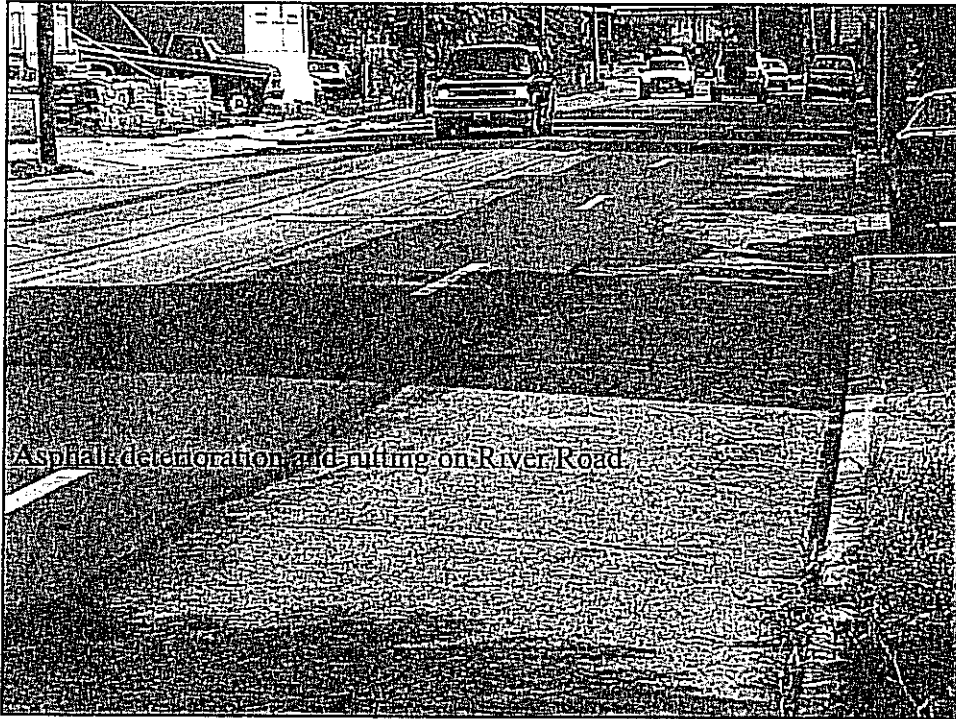
_____ Capital Improvement Report (State of Ohio Form)	_____ Enabling Legislation (On Jurisdiction Letterhead and Signed by Clerk)
--	--



SCIP Application- State Issue 2 Funding

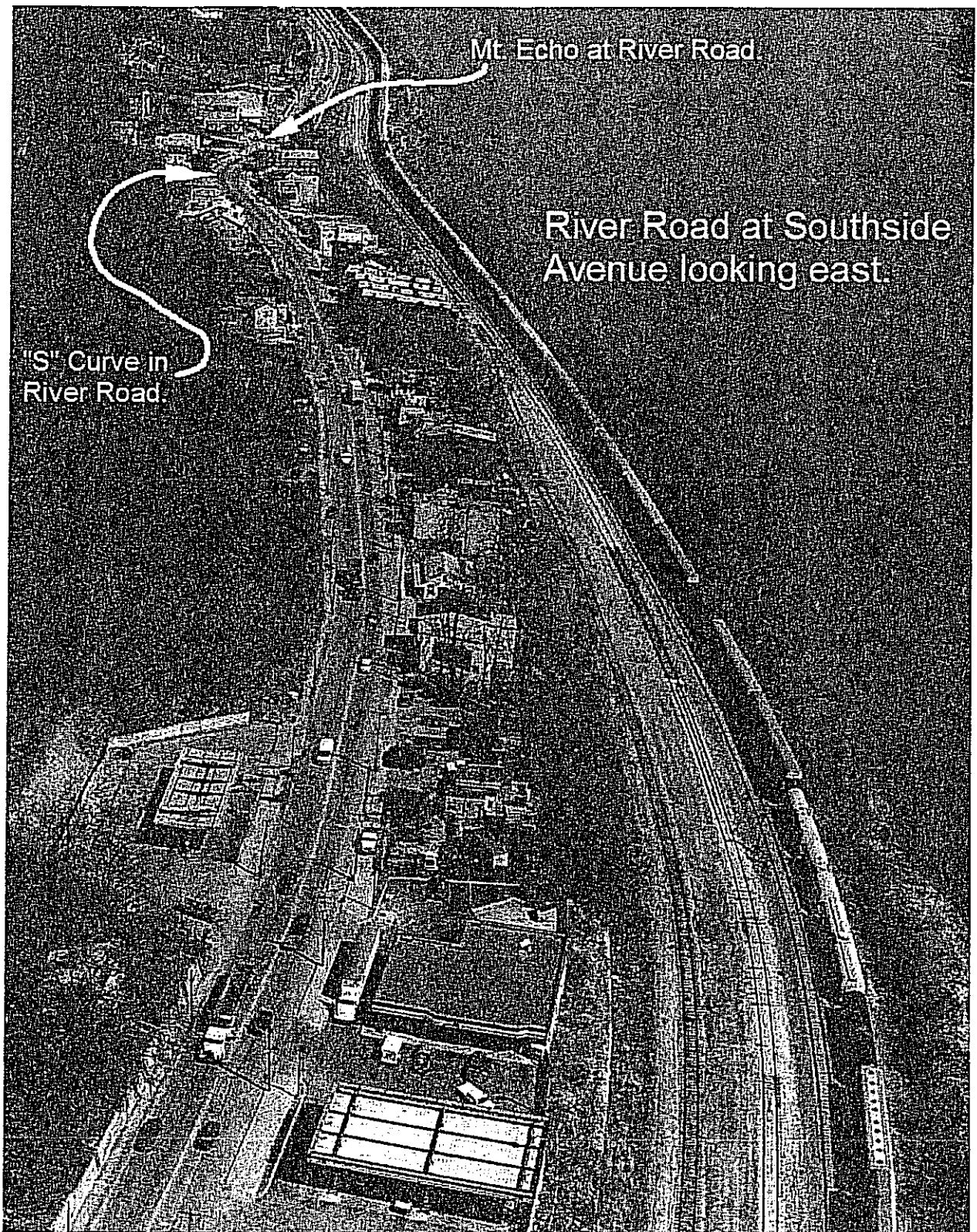


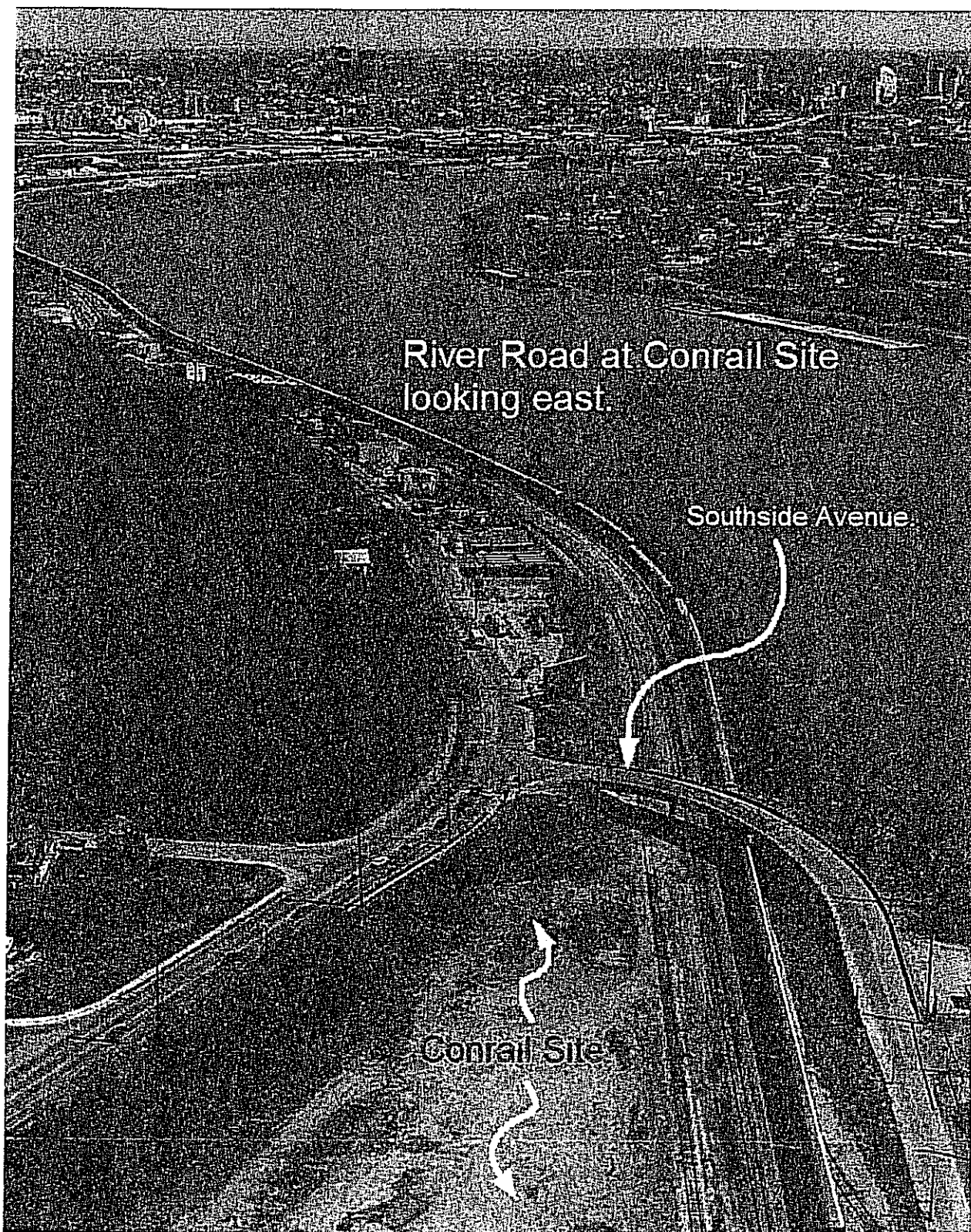






Pavement traveling and initial
failure on River Road





Mount Echo

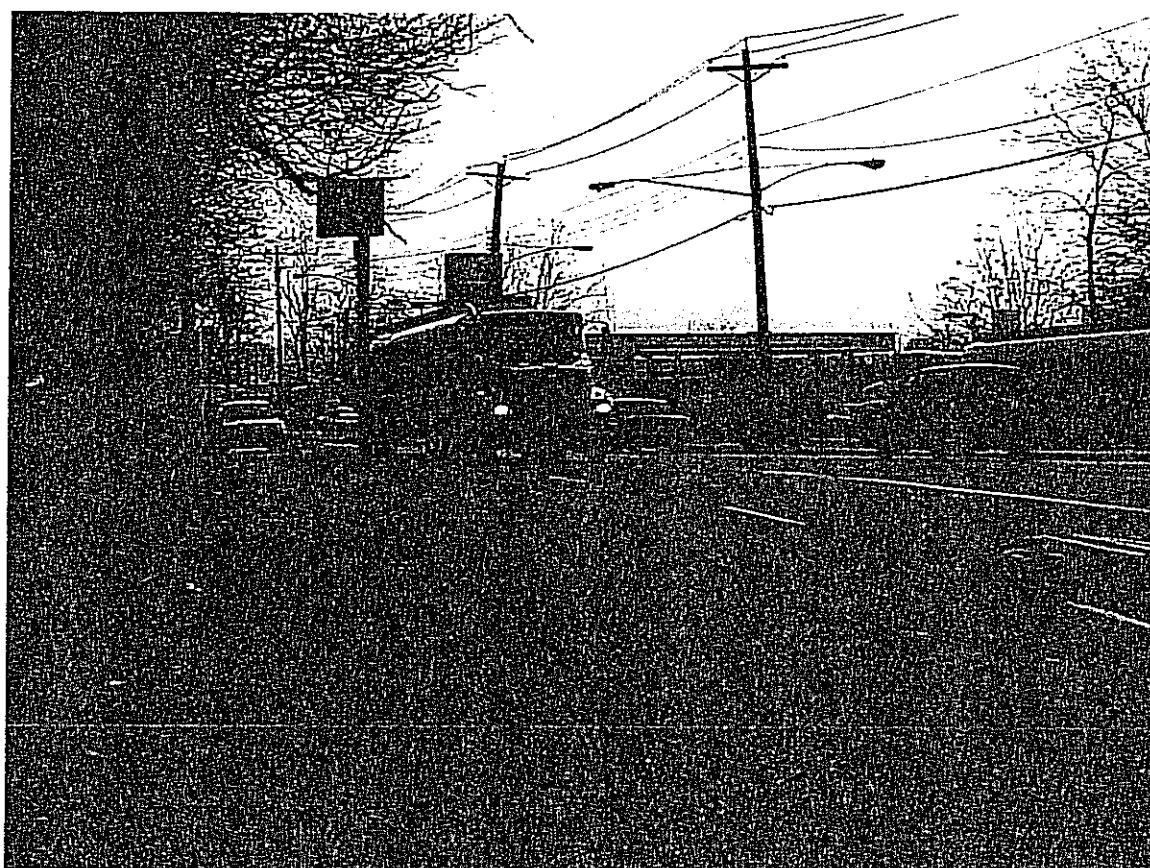
River Road at Mt. Echo "S" curve, looking east.

Reduce accidents caused by narrow lanes.
Remove tight curves and poor sight distances.

Mount Echo

River Road at Mt. Echo "S" curve, looking east.

High percentage of trucks straddle both lanes through "S" curve.



Poor Sight Distance on River Road at Steiner/Southside



THE PORT GROUP, LLC

August 26, 2004

Mr. William Fischer
Department of Community Development & Planning
City of Cincinnati
805 Central Avenue
Cincinnati OH 45202-1947

RE: Improvement of River Road: Mt. Echo to Illinois

Dear Mr. Fischer:

We are the developer of the 47-acre site located at River Road and Fairbanks Avenue in the community of Sedamsville. We chose to develop this site because we were told that River Road would be widened, improving access to our site. This street improvement is critical to the ability of our development to move forward. The Port Group supports the City of Cincinnati in their application to the Ohio Public Works Commission for the funds necessary to construct the improvement.

The Port Group envisions the development of a maritime industrial park on this and the adjacent 20 acres (also owned by the City), resulting in the creation of approximately 350 jobs and approximately \$90 Million in capital investment. Conservative estimates of truck and employee traffic volumes resulting from our second phase of development will place a severe strain on US 50 as it is currently constructed. Therefore, we see improvements to US 50 as not only an issue of functionality but one of safety as well.

If you have any questions regarding our position on this subject, or any related matter, please do not hesitate to contact me.

Sincerely yours,

THE PORT GROUP, LLC

Don W. Miller, Jr., President

DWM:mda

10 W. Market Street, Suite 725
Indianapolis, IN 46204
T 317-464-2600 F 317-464-2610
www.theportgroup.com

ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X____NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

River Road from Mt. Echo to Illinois is an urban arterial with narrow lanes. An abundance of trucks and tight curves restrict the 4-lane arterial to the operational equivalent of a 2-lane road. Crash rates from 1999 through 2001 were 5.96 crashes per million vehicle miles traveled (MVMT) which is more than twice the statewide average of 2.5 crashes/MVMT for similar roads. Crash rates from 2001 through 2003 were 7.83 crashes per MVMT more than three times the statewide average. The majority of the crashes have been sideswipe or loss of control crashes that can be attributed to the substandard roadway geometry, including narrow lanes.

The existing road is comprised of four 9-foot through lanes, curbs, sidewalks, and limited building setbacks. The existing alignment is marked by several tight curves that fail to provide acceptable sight distances (see Sight Distance and Geometric Table on p. 1A of the Categorical Exclusion Document). Roadside conditions further restrict available sight distances, particularly at the Steiner Avenue intersection. At the east terminus, a reverse curve has been the site of 6 injury crashes and one fatality in the past 3 years.

The attached OKT Freight Transportation Study on page 121 discusses the need to widen and improve the horizontal alignment on this section of River Road for freight movement.

While the pavement surface seems, at first glance, to be in good condition, this appearance is the result of a 1" grind and pave temporary restoration performed after the installation of a large water main two years ago. In actuality 95% of the underlying base is insufficient to provide adequate service for this road, and will have to be replaced as part of the Project. (Please see City's request for the Pre-Rating Assessment filed with District 2 in September 2002.) Consequently, we believe the condition of the existing roadway meets the rating criteria for "failed condition" indicating complete reconstruction required or "critical condition" indicating moderate/partial construction required.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

River Road, which is an intermodal connector to the National Highway System, and a significant East-West freight corridor and commuter route, will be a much safer roadway if this project is implemented. This project will result in less damage and injury accidents, while providing a satisfactory road that meets current standards. The attached 3 years of accident data shows 164 accidents at a rate of 7.83 accidents per MVM, of which 1 involved a fatality, 3 involved pedestrians, and 39 personal injury. Seventy-one of the accidents involved head-ons, side-swipes, fixed object, & parked cars collisions due to the narrow lanes and substandard geometry. Sixty-three of the accidents were rear end accidents mainly attributable to the poor sight distance at Steiner/Southside or the lack of turn lanes at Fairbanks.

The widened pavement with improved geometry, the service road on the north for parking, and the removal of all residences on the south side of River Road, will lessen the accident and injury rate caused by sideswipe, head-on, parked cars, and fixed object accidents.

The improvement of the sight distance at the Steiner/Southside curve by excavating the hill and constructing a wall; and the addition of a right turn lane and upgraded signal at Fairbanks (which significantly improves the Level of Service); will reduce right angle, rear end, and injury accidents on River Rd between Southside and Fairbanks Aves.

The road widening project will improve both safety and capacity on River Road and will complete the pavement widening projects in the River Road corridor. We believe that the lowering of the high accident rate, improvements in safety, and reduction of fatalities and injuries deserves a rating of 25 points (highly significant importance).

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Dixmyth Avenue Relocation - M.L. King Drive to Clifton Avenue

Priority 2 North Bend Road Reconstruction and Water Main - Colerain to Hamilton

Priority 3 River Road Improvements - Mount Echo Drive to Illinois Avenue

Priority 4 Glenview Avenue Pier Wall and Street Rehabilitation - Kirby to Belmont

Priority 5 M. L. King Drive Rehabilitation - Clifton Avenue to Central Parkway

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The City of Cincinnati had been unable to attract developers to the 60 acres Conrail site because of the concerns over the narrow pavement width and substandard geometry on River Road. Attached is a letter from the Port Group stating that the widening project is needed to support their development. The Port Group plans to spend \$90 million in capital investment creating 350 jobs. Also, a left turn lane and a driveway opposite Illinois is proposed as part of the improvement to provide good access to the Conrail Site. We believe that this project deserves a rating of 10 points because it will directly secure new employment.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

The City of Cincinnati has local funds invested in this project. The City funded 100% of the Environmental, Contract Plans and Right-of-Way acquisition which exceeds \$3 million.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Since 56% of the construction costs will be from MRF and Ohio-Kentucky-Indiana Regional Council of Governments (OKI) STP funds, we believe the project should be given 10 points.

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

This project will improve capacity by widening the pavement from 36 feet to 52 feet to meet current design standards and to provide four full lanes throughout the project area. The project will add a center turn lane from Southside to Fairbanks Avenues (to remove waiting left turn vehicles from the through lanes) and a right turn lane at Fairbanks. The large vehicles currently straddle the lane lines using both lanes because they have difficulty staying with the 9 foot lanes especially in the curves. This joint occupation reduces the striped four-lane road to two operational lanes. The project will eliminate all residences on the south side of River Road and provide a service road for residential parking off of River Road. We believe that this project deserves a rating of 10 points because this project will improve the LOS from F to B in the design year and will meet future demand.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual. **See attached HCS 2000 Detailed Reports**

Existing LOS E

Proposed LOS B

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____
ODOT is reviewing the Stage 3 plans.

c.) Are all utility coordinations completed? Yes _____ No X N/A _____
ODOT is coordinating. Stage 3 plans sent to utilities.

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 34 Of these, how many are: Takes 34

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Right-of-way acquisition will be complete by December 15, 2004. 19 parcels have been acquired including demolition of 16 of the 25 buildings needed. Of the remaining 15 properties, 15 offers have been made to date, 8 are under contract, and 3 will be under contract soon. The intent to appropriate legislation has passed, notice has been served and filed. The appropriation ordinance is scheduled to be passed in September with appropriations to be filed in October.

e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

River Road carries US Route 50, and is classified by the FHWA as an Urban Principal Arterial, and is listed as an Intermodal Connector to the National Highway System (NHS). The City of Cincinnati classifies it as an Arterial State and Federal Highway and it directly connects Western Hamilton County and Indiana to Interstate 75 and downtown Cincinnati. It carries over 22,000 vehicles per day with 90% trucks. The attached OKT Freight Transportation Study on page 121 discusses how US 50 is very important to intermodal transportation and provides direct links to rail and barge. River Road has a major regional impact and should receive 10 points.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 22178 X 1.20 = 26613 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City's Earning Tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: RIVER ROAD IMPROVEMENTS

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

NO TYPICAL
SECTIONS
INCLUDED

MIN 20
FROM PREVIOUS

Appeal Score

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

164 ACC in 3 yrs (aver 54/yr)
3710J, 1 fatality
71 h0, ss, FO, phd. cars
widening to std lane widths,
rate high curve imp.
adding LT & RT lanes

Appeal Score

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

no documentation

Appeal Score

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

Appeal Score _____

10 - No

0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

Appeal Score _____

10 - The project will directly secure new employment

5 - The project will permit more development

0 - The project will not impact development

10

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

No LOCAL FUNDS

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

46% ODOT = 56%
10% MRF

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

Cap. Analysis
2022 LOS B
EX LOS E

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major Impact

Appeal Score _____

8 - Significant Impact

6 - Moderate Impact

4 - Minor Impact

2 - Minimal or No Impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

26,613

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5
Levy

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/Itip.htm>